1:Stanford U. S-4, 5 1956 AF14 Central China AF14

The Nationalist Government managed to save a number of government-owned ships from Communist confiscation by moving them to Formosa at the time of evacuation in 1949. It was estimated that less than 20 per cent of the shipping tonnage of the government-owned China Merchant Steamship Company was left to the Communists. Therefore, the total shipping volume available to the Mainland by 1950 was estimated to be not more than 200,000 tons.[42] But because of the Communists' vigorous efforts, building new ships as well as salvaging and repairing sunken and damaged ships, a substantial recovery was made during the three-year period of 1951-54. In the Central-South Region, by 1951 the Canton and Huang-p'u dock yards are reported to have built 1,200 motor-sailing boats, and the Changsha Steamship Company had repaired 22 steamers.[43]

In the first half of 1953 about 2,500,000 tons of essential commodities for daily use were shipped from Shanghai by steamer to Chungking and I-pin through Hankow. The total amount of freight shipped on the Yangtze River in 1953 amounted to 5,300,000 tons, representing an increase of 18 per cent[44] over 1952. In the South China area, the shipments on the Pearl River and its tributaries constituted about 60 to 80 per cent of the total[45] local freight traffic in 1953.

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42. Economic Weekly, Shanghai, Jan. 1950, Vol. X, No. 1, pp. 7-8.

43. Navigation in the Communist Area, Part I, p. 17.

44. The Economic Year Book, 1954, 1954, p. 51.

45. Ibid., pp. 51-52.